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through innovation and exceptional service.*

TECHNICAL BULLETIN

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Concrete Pavement, Urban, Profilograph

Inside this issue:

Concrete Pavement Urban, Profilograph	1
Specifications New Spec Book	1
Announcement Project Development Utility Conference	1 2
Picture Question	2
Culvert Pipe	3
Construction Management & Record keeping	4
Picture Answer	4

District 2 has a special provision, 415-2003, that is to be inserted in all urban concrete paving jobs having mainline pavement greater than 0.4 miles in length. The suitability of the spec for any specific project will be determined as part of the draft PS&E review process. If during the review, design and construction administration determine that the project does not meet criteria for the intended purpose of the spec, it will be removed from the final PS&E. This procedure is slightly different than the norm for choosing applicable specs, because of the recent situations where the finished pavement was ground at many locations and presented an unpleasant appearance to the many people who drove and lived along the road.

Since District 2 has many urban concrete pavements, subject to the scrutiny of more taxpayers than rural pavement, this spec is intended to produce a good riding and good looking pavement.

This spec was developed as a joint effort between District two and the Concrete Pavement Association. The purpose of the spec is to encourage the contractor to use methods that produce an acceptable ride without having to resort to diamond grinding.

Note that this spec is actually a modification of section 415.5.9.8 of the Standard Specifications, and is not in itself a separate pay item.

Special points of interest:

- Mark your calendars for the upcoming District 2 Project Development Conference.
- Thursday, March 13, 2003 at the Country Inn Hotel and Conference Center
- Conference is primarily for WisDot staff and consultants responsible for the delivery and construction of highway projects.

New Spec Book

A new spec book is on the horizon for DOT. The new book will be effective with the July PLP-PS&E submittal date, this means May, June, and July D-2 PS&E submittal dates.

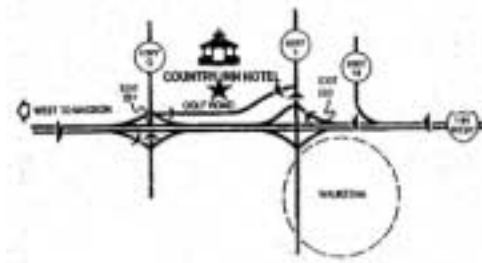
In addition to new specs, the book will contain a new item numbering system that uses the capabilities of Trns*port to a fuller extent.

A pre-final version of the new book will be available on the DOT NET and Extranet sites near the end of January. This will enable designers to convert projects with May and later PS&E dates to the new book. Please **do not delay work on your project** in anticipation of the electronic pre-final book. It is better to get all required contract work defined by current items. You will then only have to translate old to new items as the PS&E date approaches. Continue to develop plans and specials according to your original schedule.

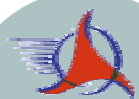
2003 Utility Conference

Tuesday, February 18, 2003
7:30 am — 1:00 pm

Country Inn Hotel & Conference Center
2810 Golf Road
Pewaukee, WI



Registration must be made by February 10, 2003 by contacting Patty Oemig at (262) 548-8653 or by Email to patricia.oemig@dot.state.wi.us. The conference is open to consultants and local government officials. DOT staff must have supervisor approval to attend.



Deadline for
registration for the
Utility Conference is
February 10, 2003

Topics to be discussed

WisDot & WE-WG Partnering	Diggers Hotline	Homeland Security
Marquette Interchange	Utility Coordination	County Accommodation Policy
Damage Prevention Council	Erosion Control	TRANS 220 Work Plan
Six-year Highway Improvement		

What's wrong with this picture?
The answer may be Found on Page 4



Culvert Pipe

Alternate ***culvert pipe*** materials are currently allowed for cross drains on projects with a design ADT of 4500 or less. In addition they are appropriate for side drains regardless of ADT. The current max. allowable size for Corrugated Polyethylene Culvert Pipe (CPCP) and Corrugated Polyvinyl Chloride (CPVC) is 36".

Also, corrugated polyethylene, corrugated polyvinyl chloride and steel spiral rib pipe may be used for ***storm sewer*** provided:

1. The maintaining agency approves.
2. The streets or highway is not part of a designated long truck route.
3. One or more of the following conditions exists:
 - a. Where design year traffic volume does not exceed 4500 ADT, all approved materials can be used regardless of whether or not the storm sewer will be located under a traffic lane.
 - b. Where the design year traffic volume exceeds 4500 ADT, the new materials may be specified for storm sewer located outside of traffic lanes such as the following locations:
 - Behind curb and gutter.
 - Under parking lanes where future use of the lane for through traffic is not expected.
 - Under the median strips of divided roadways.
 - Outside the limits of the roadway such as for outfall pipe.

Exception: Alternate materials may be used for all storm sewer laterals 12" or less in diameter which must cross under traffic lanes to connect to longitudinal storm sewer pipe.

- At locations determined in cooperation with the Applied Research Section of the Bureau of Highway Construction for the purpose of gaining additional experience with the materials in a variety of traffic volume and site conditions.

The use of these materials is discussed in FDM 13-1-15 <http://dotnet/fdm/13/13-1-15.pdf> and 13-1-17 <http://dotnet/fdm/13/13-1-17.pdf>.

To incorporate alternate materials, you ***MUST*** include the appropriate ***STSP*** according to guidance below:

The STSP's that should be used are:

STSP	DESCRIPTION
520-005	For culvert pipes on projects with under 4500 design ADT
520-010	For culvert pipes on projects allowing alternate materials for only side drains or minor side roads (design ADT > 4500)
608-005	For projects allowing alternate materials for Storm Sewer



Use the appropriate STSP to incorporate alternate materials for culvert pipe.

Transportation District 2

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<http://dtd-d2>
Click on the Technical
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**Increasing
Productivity**

Construction Management & Record-keeping

Construction Management and Record keeping Training has been scheduled for three separate days, February 18, 20 and 27. This class is geared for Project Development staff, DOT, Consultants, and Municipalities that will be administering a construction project in the upcoming season. ***Project Managers utilizing consultant staff for construction are responsible to contact their consultant staff and register the appropriate people for this training. Project Managers with municipal projects are responsible for contacting the municipality to ensure the appropriate people are registered.***

Project Managers are to submit names of all staff needing this to **Sandi Villiesse by February 3, 2003.** Confirmation notices will be sent out prior to the training sessions.

The class content will include the following topics: →

February 18, 20 and 27 2003	
Time	Class
8:00 am—11:30 am	Contract Administration
12:30 pm —3:00 pm	Fieldmanager & Record Keeping

Contract Modification
process and procedures
Pre-construction process
Prompt Payment procedures
Contract Administration process
DBE/Labor Compliance
Pantry Software
Finals requirements
FITS
Fieldmanager

Picture Answer: Oops!, What happed here?

Hopefully a little planning would prevent this situation from happening. In this case, because of the scope of the project and utility conflicts, the curb could not be adjusted to properly slope the sidewalk toward the curb. There is an inlet in the center of the sidewalk to collect the water.